



## Scallop boom

Continued from page 1

French fleet. Although they started to recover, the cold winters of 1962 and 1963 again caused havoc on the beds.

The Channel scallop fishery has since been closely monitored by the Shellfish Laboratory at Burnham-on-Crouch. Scientists found a few patches in 1969, and the winter before last bigger beds were found off Rye and Newhaven.

The main beds are situated about four miles off Sussex and Burnham-on-Crouch. Scientists found a few patches in 1969, and the winter before last bigger beds were found off Rye and Newhaven.

Two Burnham scientists will be going out next week with the Sussex fleet to assess catch rates and carry out sample work.

Already the idea of a closer season has been suggested by the Sussex Sea Fisheries Committee to protect stocks. Other committees have been contacted along the south coast, but most of the heads beyond their jurisdiction, which only extends to three miles. So far the idea of a closer season has found little favour with fishermen.

## Arab is towed-in

THE HULL fillet freezer Arab (Skipper F. Drewery), disabled last weekend off the North Cape of Norway due to engine trouble, has been towed to Honningsvåg, Norway, for repairs.

Othello, another BUT vessel now on MAFF service as a British trawler support vessel, towed her in.

Arab had been on her present trip 59 days before requiring help.

Repairs were quickly completed and the vessel was scheduled to resume fishing before her expected arrival at Hull on April 19.

## 'Let down'

AFTER attending a meeting of inshore fishermen's groups in London last week, Fred Parke, chairman of the Grimsby Seiners' Association, claimed the Government had let them down "left, right and centre" because of the lack of a fisheries policy.

Are you after the shrimps?

## SHRIMPTRAWLS

made in Scandinavian design and quality

★ QUICK DELIVERY ★



IVER CHRISTENSENS TRAWL NET FACTORY LTD.  
DK-8990 Skagen-Denmark  
Tel: 08-441477

# 8,000 SMALL BOAT MEN IN DANGER-FOS

OVER 8,000 small boat fishermen would be forced to leave the British industry if EEC proposals for restructuring the fleet are carried through.

The proposals as they now stand are not acceptable to the inshore industry, Mr. E. Hamley, chief executive of the Fisheries Organization Society, said when he gave evidence to a Parliamentary Committee last week.

While some restructuring will be necessary, stated Mr. Hamley, the proposed changes seem to be more related to international political and economic considerations than the management and conservation of fish stocks.

Restructuring should be possible, pointed out Mr. Hamley, in a form which did not discriminate so heavily against the British fleet. This could be done by taking into account rising fuel costs and the effect of licences and quotas.

Small boat owners are in a better position to take advantage of the changing pattern of fish stocks within coastal areas than the deep-sea fleet, said Mr. Hamley.

One of the most disturbing features of the proposals concerned boats under 40 ft. Only a very small part of the EEC fleet under 40 ft. is scheduled to qualify for modernisation.

This would be disastrous as far as British family-owned boats are concerned, stated Mr. Hamley.

Even on "played down" EEC figures, this would mean over 4,000 boats and 8,000

men destined for departure from the industry. Copies of an article in Fishing News, March 6, Pitfalls for Britain in EEC inshore package, were distributed among the Committee.

The British fishing industry would be increasingly needed to bring into relation the amount of capacity, catch and effort permitted to maintain those quotas.

He foresaw, in reply to chairman Peter Mills (West Devon, Con) a decline in British middle and distant water effort, and that the British industry would become more and more one of home waters.

He said that he did not think the EEC would be able to control the amount of catching capacity in the Community in the foreseeable future. It would be very much for the Government to decide whether to contain fleets within guidelines given by the Community.

Any proper scheme for restructuring EEC fleets needed to bring into relation the amount of capacity, catch and effort permitted to maintain those quotas.

He foresaw, in reply to chairman Peter Mills (West Devon, Con) a decline in British middle and distant water effort, and that the British industry would become more and more one of home waters.

He said that he did not think the EEC would be able to control the amount of catching capacity in the Community in the foreseeable future. It would be very much for the Government to decide whether to contain fleets within guidelines given by the Community.

Any proper scheme for restructuring EEC fleets needed to bring into relation the amount of capacity, catch and effort permitted to maintain those quotas.

He foresaw, in reply to chairman Peter Mills (West Devon, Con) a decline in British middle and distant water effort, and that the British industry would become more and more one of home waters.

He said that he did not think the EEC would be able to control the amount of catching capacity in the Community in the foreseeable future. It would be very much for the Government to decide whether to contain fleets within guidelines given by the Community.

Any proper scheme for restructuring EEC fleets needed to bring into relation the amount of capacity, catch and effort permitted to maintain those quotas.

## Beamer boss hits back

RAYMOND Claeys, owner of nine Belgian trawlers (several of them beamers) hit back last week at the ban-the-beamer brigade who blame beam trawling for destroying many traditional English fishing grounds.

Mr. Claeys, at Grimsby to oversee repairs to two of his fleet, Zephyr and Belgian Lady, was very annoyed about the bad publicity the Belgian fishermen are getting over hearing.

He claims the real culprits are the industrial fishing vessels which are scooping up the food of the larger fish depend on for survival.

Mr. Claeys told Fishing News: "Industrial fishing is spoiling the North Sea and that is why the British traditional fishing grounds are fishing so badly. It is not because of beam trawls."

"They do not fish the same ground twice because we know what would happen."

Our trawlers are always looking for new grounds — they do not keep going back to the same place every trip. A Belgium there is not a single boat industrial fishing.

"My skippers are always complaining about the big fleets of Russian trawlers in the North Sea, and now in England, your bigger trawler owners are sending out small boats to catch sprats."

"They will ruin the whole of the North Sea unless it stopped, or put on a quota."

This was a reference to Newington Trawlers' Bathy Burton which discharged 8 tons of sprats at Grimsby last week.

Mr. Claeys feels the Belgians are having a rough deal and the British should put their own house in order before complaining about beam trawlers, which he believes help cultivate the seabed like a former tiller his fields.

Belgian trawler owner Raymond Claeys.

Our trawlers are always looking for new grounds — they do not keep going back to the same place every trip. A Belgium there is not a single boat industrial fishing.

"My skippers are always complaining about the big fleets of Russian trawlers in the North Sea, and now in England, your bigger trawler owners are sending out small boats to catch sprats."

"They will ruin the whole of the North Sea unless it stopped, or put on a quota."

This was a reference to Newington Trawlers' Bathy Burton which discharged 8 tons of sprats at Grimsby last week.

Mr. Claeys feels the Belgians are having a rough deal and the British should put their own house in order before complaining about beam trawlers, which he believes help cultivate the seabed like a former tiller his fields.

Belgian trawler owner Raymond Claeys.

Our trawlers are always looking for new grounds — they do not keep going back to the same place every trip. A Belgium there is not a single boat industrial fishing.

"My skippers are always complaining about the big fleets of Russian trawlers in the North Sea, and now in England, your bigger trawler owners are sending out small boats to catch sprats."

"They will ruin the whole of the North Sea unless it stopped, or put on a quota."

This was a reference to Newington Trawlers' Bathy Burton which discharged 8 tons of sprats at Grimsby last week.

Mr. Claeys feels the Belgians are having a rough deal and the British should put their own house in order before complaining about beam trawlers, which he believes help cultivate the seabed like a former tiller his fields.

Belgian trawler owner Raymond Claeys.

Our trawlers are always looking for new grounds — they do not keep going back to the same place every trip. A Belgium there is not a single boat industrial fishing.



Belgian trawler owner Raymond Claeys.

## Cod war hots up after lull

AFTER a lull in war-cuttings leading nearly a fortnight, the Icelandic gunboat Agir successfully chopped through both

worms of the Grimby trawler Ross Kashmir on the night of March 11 and 12. The trawler lost her nets and gear.

The Ministry of Defence later revealed that the frigate Gotafreid deployed to "mark" Agir, had a temporary engine fault after prolonged manoeuvres with the gunboat.

Agir also made unsuccessful runs at Ross Resolution, Ross Canaveral, Wyre Gleaner and Prince Charles.

She was said to be the only really active gunboat in mid-week, although a few hours earlier on March 11 the converted trawler Boldur, and the frigate Diomed, were involved in a collision described in Iceland as the most violent of the present conflict.

Diomed sustained slight damage as she turned



WFA chairman Charles Meek enjoys a joke with Petty Officers Gerry Bradbury and Terry Crummey on a visit to HMS Andromeda at Devonport when he toured the West Country for three days. Andromeda had just returned from Icelandic protection duties under Captain A. M. G. Pearson (left).

Boldur off a run at the Grimsby trawler Cortise, British sources claimed. Boldur deliberately reared her quarter along Diomed in an attempt to damage the frigate.

On the same day Boldur was involved in a fracas with the frigate Mermind and, again, sources in Iceland claimed the British vessel had attempted to ram the gunboat.

Following the past year of economic difficulties, he feels that the introduction of dock labour would add another unnecessary factor to fishermen's costs.

Under the terms of the Bill, boats under 80 ft, which do not go to sea for longer than six days at a time, and boats over that length not going to sea for more than three days, would be exempt from the Bill's provisions.

Mr. Stewart is anxious that fishermen who have always unloaded their

own fish should be allowed to continue without interference from outside labour.

Following the past year of economic difficulties, he feels that the introduction of dock labour would add another unnecessary factor to fishermen's costs.

Under the terms of the Bill, boats under 80 ft, which do not go to sea for longer than six days at a time, and boats over that length not going to sea for more than three days, would be exempt from the Bill's provisions.

Mr. Stewart is anxious that fishermen who have always unloaded their

own fish should be allowed to continue without interference from outside labour.

Following the past year of economic difficulties, he feels that the introduction of dock labour would add another unnecessary factor to fishermen's costs.

Under the terms of the Bill, boats under 80 ft, which do not go to sea for longer than six days at a time, and boats over that length not going to sea for more than three days, would be exempt from the Bill's provisions.

## First aid men

THE ST. John Ambulance Brigade presented first aid certificates to 11 of the 13 qualified Hull fish dock personnel at a short ceremony in the boardroom of Hull Fishing Vessels Owners' Association last week.

Mr. A. L. Scotland, chairman of the industry's safety committee, handed over the awards.

The men had attended a 14 week training course, and lecture each week, during their training.

Following the past year of economic difficulties, he feels that the introduction of dock labour would add another unnecessary factor to fishermen's costs.

Under the terms of the Bill, boats under 80 ft, which do not go to sea for longer than six days at a time, and boats over that length not going to sea for more than three days, would be exempt from the Bill's provisions.

Mr. Stewart is anxious that fishermen who have always unloaded their

own fish should be allowed to continue without interference from outside labour.

Following the past year of economic difficulties, he feels that the introduction of dock labour would add another unnecessary factor to fishermen's costs.

Under the terms of the Bill, boats under 80 ft, which do not go to sea for longer than six days at a time, and boats over that length not going to sea for more than three days, would be exempt from the Bill's provisions.

## 'INNES' TOPS AGAIN

HULL opened this week with landings of 3,974 kts — 3,688 kts from two distant water ships and 306 kts from two North Sea sailers.

Newington's Hornum Innes (Skipper W. Brettell), back from a 23-day trip to the Norway coast, topped the day's grossings with receipts of £43,466 for 2,463 kts, including 1,099 kts of haddock.

Averages per 10 stone kts were £18.67 for the vessel's haddock and £18.62 for codstuffs.

Hull's other distant trawler landed the same day was BUT's Kingston Bery (Skipper C. Andrews), back from a 23-day trip to the Icelandic coast.

The catch of 1,213 kts which included 10 kts of haddock, made £22,063. The vessel's codstuffs averaged £19.05.

Following the past year of economic difficulties, he feels that the introduction of dock labour would add another unnecessary factor to fishermen's costs.

Under the terms of the Bill, boats under 80 ft, which do not go to sea for longer than six days at a time, and boats over that length not going to sea for more than three days, would be exempt from the Bill's provisions.

Mr. Stewart is anxious that fishermen who have always unloaded their

own fish should be allowed to continue without interference from outside labour.

Following the past year of economic difficulties, he feels that the introduction of dock labour would add another unnecessary factor to fishermen's costs.

Under the terms of the Bill, boats under 80 ft, which do not go to sea for longer than six days at a time, and boats over that length not going to sea for more than three days, would be exempt from the Bill's provisions.

## Five leap to safety

SOON after the Leith trawler Koremmo (Skipper Ernest Wett Jr.) left Aberdeen on her way to Granton last Friday evening her crew of five had to leap for their lives.

The 40-ton vessel's steering gear failed just after she left port and the vessel was at the mercy of a Force 8 gale.

As the boat was swept northwards contact was made with the shore and the tug Sea Trojan and Aberdeen lifeboat left port to give assistance.

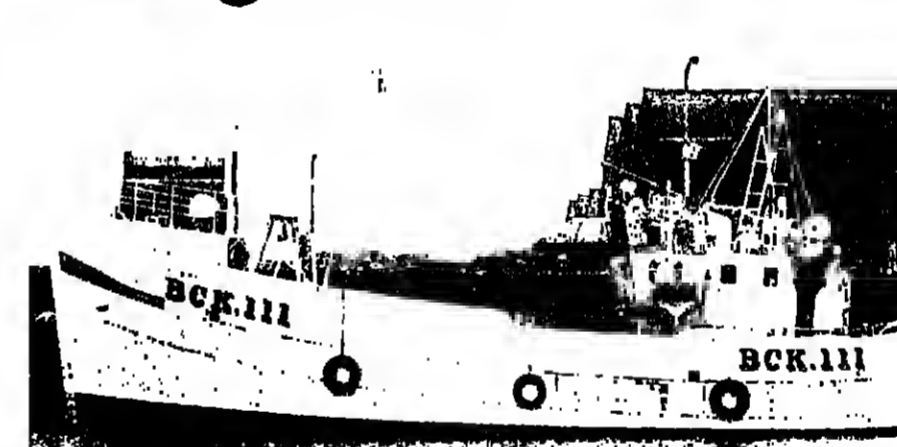
## Snapped

The tug managed to get a hauling line aboard, but before a towing rope could be connected the line snapped. The tug then went alongside to get another line aboard, but she came in contact with the trawler, according to one of the trawler's crew.

Then the lifeboat came alongside and the trawlermen had to jump to safety as she was skillfully handled by coxswain Charles Beggs.

Koremmo drifted ashore near the mouth of the river Don, not far from where the side trawler Ben Gulvain is still ashore.

## Margrethe's maiden



MARGRETHE BØJEN (Skipper Jens Bøjen), Grimsby's newest vessel, left for her maiden pair trawling trip with Frances Bøjen (Skipper John Richardson) last Friday.

Built in wood by Jones Buckle Shipyard, she is powered by a Kelvin TAB diesel driving a Hundstad VPS propeller through a reverse and reduction gearbox. Auxiliary power is provided by an SR 2 Lister diesel and deck machinery includes an eight-ton winch, low-pressure winch, and a hauler port and starboard.

Margrethe Bøjen (above) has Atlas radar, Decca Mk. 21 Navigator and 360 autopilot. She has 81 sonar and CM scope, plus two Kelvin Hughes MS 44 fish sounders, amongst so impressive array of whelshouse electronics. She is operating through the Tom Sleight (F.S.) Ltd. agency.

Margrethe Bøjen (above) has Atlas radar, Decca Mk. 21 Navigator and 360 autopilot. She has 81 sonar and CM scope, plus two Kelvin Hughes MS 44 fish sounders, amongst so impressive array of whelshouse electronics. She is operating through the Tom Sleight (F.S.) Ltd. agency.

Margrethe Bøjen (above) has Atlas radar, Decca Mk. 21 Navigator and 360 autopilot. She has 81 sonar and CM scope, plus two Kelvin Hughes MS 44 fish sounders, amongst so impressive array of whelshouse electronics. She is operating through the Tom Sleight (F.S.) Ltd. agency.

Margrethe Bøjen (above) has Atlas radar, Decca Mk. 21 Navigator and 360 autopilot. She has 81 sonar and CM scope, plus two Kelvin Hughes MS 44 fish sounders, amongst so impressive array of whelshouse electronics. She is operating through the Tom Sleight (F.S.) Ltd. agency.

Margrethe Bøjen (above) has Atlas radar, Decca Mk. 21 Navigator and 360 autopilot. She has 81 sonar and CM scope, plus two Kelvin Hughes MS 44 fish sounders, amongst so impressive array of whelshouse electronics. She is operating through the Tom Sleight (F.S.) Ltd. agency.

Margrethe Bøjen (above) has Atlas radar, Decca Mk. 21 Navigator and 360 autopilot. She has 81 sonar and CM scope, plus two Kelvin Hughes MS 44 fish sounders, amongst so impressive array of whelshouse electronics. She is operating through the Tom Sleight (F.S.) Ltd. agency.

Margrethe Bøjen (above) has Atlas radar, Decca Mk. 21 Navigator and 360 autopilot. She has 81 sonar and CM scope, plus two Kelvin Hughes MS 44 fish sounders, amongst so impressive array of whelshouse electronics. She is operating through the Tom Sleight (F.S.) Ltd. agency.

Margrethe Bøjen (above) has Atlas radar, Decca Mk. 21 Navigator and 360 autopilot. She has 81 sonar and CM scope, plus two Kelvin Hughes MS 44 fish sounders, amongst so impressive array of whelshouse electronics. She is operating through the Tom Sleight (F.S.) Ltd. agency.

## 'SCOTIA' CASHES IN

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

## Gavina hits lock

THE stern trawler Gavina of Fleetwood badly damaged her bows last week when she collided with the lock entrance. She was returning from an Iceland voyage.

Skipper Charles Scott, who commands the vessel, said

they had touched bottom several times approaching port.

He added: "This made the vessel very difficult to handle. At that state of the tide we should have been able to get in without trouble." He said the sailing problem in the channel seems to be worse at the moment.

He said the position was not helped by cargo and other commercial traffic being given precedence over fishing vessels by the harbour authorities at tide times.

This brought a rejoinder from Tony Winfield, Fleetwood docks manager, that the circumstances surrounding the incident are being investigated.

He added: "As for any claim for preference, this is certainly not so. We are attempting to work the port for the benefit of oil and to the detriment of none. Safety is the main governing factor, not any commercial consideration."

Four other Fleetwood stern trawlers were reported to be working the Greenland grounds this week. They are Fyldaa, Boston Bavarlay, Ivana and Lunada.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate. The catch was taken during a two-day trip to the west side of Lewis.

WHAT IS believed to be a record for Lochinver was made last week by Skipper Benjie Scott of the Lossiemouth boat Scotia.

He earned £5,157 for 440 boxes of fish consisting mainly of cod, haddock and skate.

## WESMAR SS150 SONAR NOW AVAILABLE WITH A SCAN (FISHLOOP) DISPLAY



This Sonar which is renowned for its success in bottom fishing is now available with a display that can be switched from the usual all round PPI system to a fishloop A Scan system. Contact us for details of this and other Wesmar Sonars.

SEABOURNE ELECTRONICS LIMITED

Freeport, Plymouth, PL1 2BR.

(no postage stamp required)

Seabourne Electronics Ltd.

27 Southside Street, Barbican,

Plymouth

Tel. (0752) 28114, 28204. Telex 45485

## QUICKER BUILT AND BETTER BUILT

Just add Wills-Ridley

Quicker deliveries and easier installations are just two of the benefits when you choose Wills-Ridley. And your customer gets a better built boat with utterly reliable steering gear. Deliveries range from off-the-shelf to 29 weeks dependent on specification and size.

The range covers craft designed for under 100 tons up to 52 tons/ft (16,000 kg/m) in three types: hand hydraulic, hand/power assisted hydraulic and power hydraulic. For boats ranging from 6-60 metres, Wills-Ridley is the gear to specify. Send us the steering requirements of your next boat-building job and we'll take it from there. Quickly.

**S.M.WILLS** Marine Hydraulic Engineers,  
1002 Winterstoke Road, Weston-Super-Mare,  
Avon BS23 3YG. Tel: (0934) 28114.  
Telex: 449533 (Answer back: Steering Weston)  
Cables: Steering, Weston-Super-Mare.

## SEARWINCH ARE MOVING



From April 1st  
our address will be

**SEARWINCH LTD.**  
UNIT 18

ST. MICHAEL'S TRADING ESTATE  
BRIDPORT DORSET  
Telephone: BRIDPORT 56232.

FISHING NEWS

# SHIELDS BOX SCHEME FAILS

A BID to increase the Shields fish quay has failed. The move has been

## Bright future



Charles Proctor presents the book prize to New Zealand student, Graham Anderson.

CHARLES Proctor told fisheries students at the Nautical Department of the Grimsby College of Technology they could still look forward to a very good future to fishing despite the current recession.

Mr. Proctor, one of the men largely instrumental in building up seining at Grimsby, was representing the Grimsby Seiners' Association and the Grimsby Fishing Vessel Owners' Association at a passing out presentation of certificates to successful recruits. They had just completed a 10-week pre-seen multi-purpose training course.

He told the lads he had seen periods of depression come and go quite often and predicted the present one would be over by the end of 1976.

"When you get these depressed periods less ships go to sea and, consequently, the numbers of fish increase. Therefore there is always ample supplies of fish in the sea. If you dedicate yourselves you will have a very good future indeed. The depression will end this year I am certain of that," said Mr. Proctor.

Graham Anderson, a teenager from New Zealand, was awarded a book prize as the outstanding recruit. He plans to qualify as a skipper as soon as possible so he can return home with the knowledge to run his own business.

Skipper Townsend thanked Mr. Proctor and commented on the high standard of the trainees work.

## SUPPORTING THE INDUSTRY LETTERS

SIR, I was pleased to notice in *Fishing News* (March 6) that you carried an account of the resolution calling for Government action on the fishing industry passed recently by the Lowestoft Labour Party.

However, as recorder of the motion which was sponsored by the Transport & General Workers' Union, and a local ward party, I am a little perplexed that you should describe our demand as coming "from an unexpected source".

It is surely to be expected that local labour parties and trade unions take the keenest interest in industries where their members are involved. Where it is the case that such industries are in due trouble, this is doubly so.

On grounds of growing unemployment alone we might be expected to express our acute concern to the Minister of

described as "not satisfactory" by Denis Coulson, secretary of the Tyne Fish Advisory Committee.

Two weeks ago the minimum weight was increased from 411 kilos to 45 kilos at the request of the fishermen.

The move was intended to be for an experimental period of one month, but fish merchants reverted back to 411 kilo units after only one week.

Mr Coulson said: "It is just that it is not possible to get 45 kilos into a box."

"It caused a lot of unnecessary work, so officials of the fishermen were contacted and they agreed to revert back to 40 kilos."

Another reason for the about-turn, he said, is that some species of fish such as dogfish were lightweight and had to be packed into the boxes.

This meant that fish on the bottom were crushed even before they reached the shops.

# Skye men call for 'cutting' inquiry

INSHORE fishermen of Skye are calling for a public inquiry into the activities of deep water fishing vessels operating off the west coast.

The Skye men claim that their long lines set during the last three weeks in Loch Dunvegan, have more than six times been deliberately cut by the deep water boats.

The angry fishermen telephoned the Stornoway and Mallaig fishery offices of the Department of Agriculture and Fisheries, which told them their complaints have been passed on to the fishery protection service.

Baderick Budge, Dunvegan, chairman of the Skye and Lochalsh District Council, said: "There has to be a public inquiry into the lack of fishing regulations and fishery protection covering the Minch."

"It is one of the world's

most prolific fish breeding and spawning areas, but it is now being ravaged beyond belief."

"Last week there were eight deep water vessels fishing non-stop for days inside Loch Dunvegan. The loch cannot stand up to this

amount of pilfering." According to the local fishermen, spawning cod are shoaling and are bringing in the fishing boats which normally fish offshore banks.

Charles MacKinnon, Waternish said it is ten times worse now than in past years.

# Decca on the ball

MANY fishermen golfers will remember Decca's successful golf tournament at Nairn during the Inverness fishing exhibition two years ago.

Decca is running a similar competition at Tecon Golf Club on Thursday, April 29, during the Ayr fishing exhibition.

First prize is the Decca Trophy plus a case of whisky.

Applications have been distributed round the various Scottish fishing vessel associations, managers and salesmen. Applications should be in by April 7.

Decca would also like to point out (John

Burgess' Log for March 12) that all details and bookings of Simrod senior courses can be obtained through any Decca depot.

ROBERT Cardno has been appointed manager of the Peterhead branch of John Brown and Son (Aberdeen) Ltd., fish salesman and shipping agents.

He succeeds Neil Mackay, the assistant manager. David Allan, Mr. Cardno and Mr. Allan have been acting as joint managers since Mr. Mackay's recent retirement.

# Cornish boat's relief skipper

WHILE Mike Hoaking, the Porthleven skipper of Cornwall's 88 ft. trawler *Dew-Gen-Ny* remains laid-up in hospital with a broken ankle, a relief skipper from Hull has stepped in to keep the boat at sea.

He is 45-year-old Terry Whiteligh, who formerly works for the White Fish Authority's Industrial Development Unit at Hull.

Skipper Whiteligh's job involves testing and developing fishing gear at sea. Apart from his mechanical and electrical qualifications, he holds a Master's ticket.

He did on voyage on *Dew-Gen-Ny* with Skipper Hoaking, and when he later heard of the Cornishman's accident he offered to take leave from the authority to help for as long as possible.

A former skipper for B.U.T. Skipper Whiteligh has been landing *Dew-Gen-Ny's* catches at Plymouth, the latest of which was 18 tons of pilchard.

## Two more steamers chopped

TWO MORE Grimsby steamers - *Royal Line* and *Coldstreamer* - were laid up at the Humber port last week after completing trips.

Owners BUT announced the vessels were being withdrawn in February and the move came as no surprise.

The company now has only the steamer *Lord Beatty* which fishing and she will probably be laid up when her present trip expires at the end of the month.

*Coldstreamer* (Skipper Bill Sate) went out with a decent grossing of £34,291, but *Royal Line* (Skipper Tony Hankin) managed only £24,778.

## SEINER MOVE

JOHN Richardson, former managing director of Grimsby seiner agents and owners A. E. Richardson & Co. Ltd., has placed the six vessels he either owns completely or in partnership into the Tom Sleight (F.S.) Ltd. Agency until further notice.

March 18, 1976

# Port's only freezer goes for oil work

FLEETWOOD'S only freezer trawler *Criscilla* has been chartered for oil survey work on the Brent Field between Shetland and Norway by a subsidiary of Shell.

She sailed from Hull this week, after minor modifications, to Aberdeen. There she was being fitted with more equipment for survey work.

Sailing with this Marr vessel are Fleetwood trawlerman Skipper Tony Peterson, mota Skipper John Dunne, bosun Ken Hammill, chief engineer David Nolan and other members of the trawling crew.

A spokesman for Marr said: "The rest of *Criscilla's* crew will probably be taken up by two new ships being built for Fleetwood at the Drypool yard, on the Humber, and due to arrive next month."

Merr already has a stake in the oil industry. At present five of its side trawlers - *Joseano*, *Lucido*, *Edwino*, *Arlando* and *Zonia* - are engaged in oil rig standby



*Criscilla*, Fleetwood's only freezer, will soon be working on the Brent Fields for Shell Oil.

duties, manned mainly by Fleetwood crews and using Aberdeen and Fleetwood as their base.

*Criscilla* was built in 1966. On her maiden voyage she was commanded by Skipper Victor Buschini who had a successful period in her before returning to wet fish trawling with the same company.

In recent years the regular skipper has been John Burns who has also been very successful in the vessel.

## Ladysmith is home



A model of the steam trawler *Ladysmith*.

TAKING pride of place in the offices of Grimsby middle water owners H. L. Taylor Ltd. is a superb scale model of a long-forgotten steam trawler - *Ladysmith* (GY 183).

She was one of the first new vessels built for Henry Lewis Taylor, the company's founder, by Cochrane & Sons Ltd. of Selby in 1908.

The model was bought recently from Christie by two company directors, Henry Taylor and his brother, Nicholas Taylor, who are now trying to piece

together the history of the 133-footer. After a distinguished career under the Taylor colours *Ladysmith* was sold in 1929 to Frank Crimmins of Hull.

It is believed he renamed her *Golden Beam* (H 167) and worked her for a few years from Hull and Scarborough before she was sold to the Camboun Fishing Co. Ltd., Aberdeen, (all Hull registered) in the 1930s.

There the trail ends and it seems likely she was either lost or broken up just before the war.

# FIXED DUES AT THREE PORTS

AFTER talks with the harbour consultative committees of Buickle, Burghhead and Macduff, the region's transportation and roads department has fixed new harbour rates for the three ports.

The revision is an attempt to introduce uniform rates throughout the region.

The main charges are: vessels from any British or Irish port not engaged in fishing, 1p per register ton;

vessels (excluding those carrying deck cargo) to or from all other places, 12p; timber-laden vessels, 15p.

Fishing vessels normally and regularly landing fish, including shellfish, crabs, lobsters, etc., shall pay a composition fee in lieu of rates per quarter year of, up to 30ft. long £2.50; over 30ft. up to 50ft. £4; over 50ft. and up to 70ft. £7.

Composition fee is forfeited if a vessel regularly stops landing fish. Then entry rate becomes, up to 30ft. £2; over 30ft. and up to 50ft. £3; over 50ft. and up to 70ft. £4.50; and over 70ft. £7.

Using the same rising scale the dues for fishing vessels laid-up in harbours for more than a week for any cause is £1.50, £2, £3 and £4.45 per week.

FISHING NEWS

# TOP CATCH FOR PICTON SEALION

MILFORD Haven's outstanding catch last week was landed by *Picton Sealion* (Skipper Trevor Saitor). The vessel returned from the Irish Sea grounds with 140 kits which sold for £3,842.

On the same day the pocket trawler *Weaterdole* - back at sea after being laid up with engine trouble - landed 87 kits which sold for £1,943. In command was skipper-owner Bruno Linka.

The beam trawler *Arthur Horvey* (Skipper John Donovan) landed 31 kits which sold for £933. Between them the vessels landed a total of around five of had-dock, 25 of cod, 55 of whiting, 50 of roker, five of turbot and 40 of plaice and 10 of soles.

On the following day the Irish trawler *West Kurlon* landed after working the Irish Sea cod grounds. The vessel

lended 123 kits, including 90 of cod, 15 of whittings, and eight of turbot and brill, plaice and soles, which met a disappointing market to sell for only £2,381.

A catch of wide variety brought the Swansea-owned *Georgina Wilson* a grossing of £3,455. The vessel, under Skipper Tom Smith, landed 133 kits, including 10 of had-dock, 20 of cod, 10 of whiting, 40 of roker, five of turbot and 10 of soles. The vessel had worked the Irish Sea.

As yet there has been little fishing in the Trevosa area which years ago used to provide the port with big landings of soles at this time of year.

This lends weight to the recent call for a ban of foreign beam trawlers in the area - these vessels have played a big part in decimating the grounds of quality varieties.

Compact design means that the engines take up less room, leaving more room for the catch.

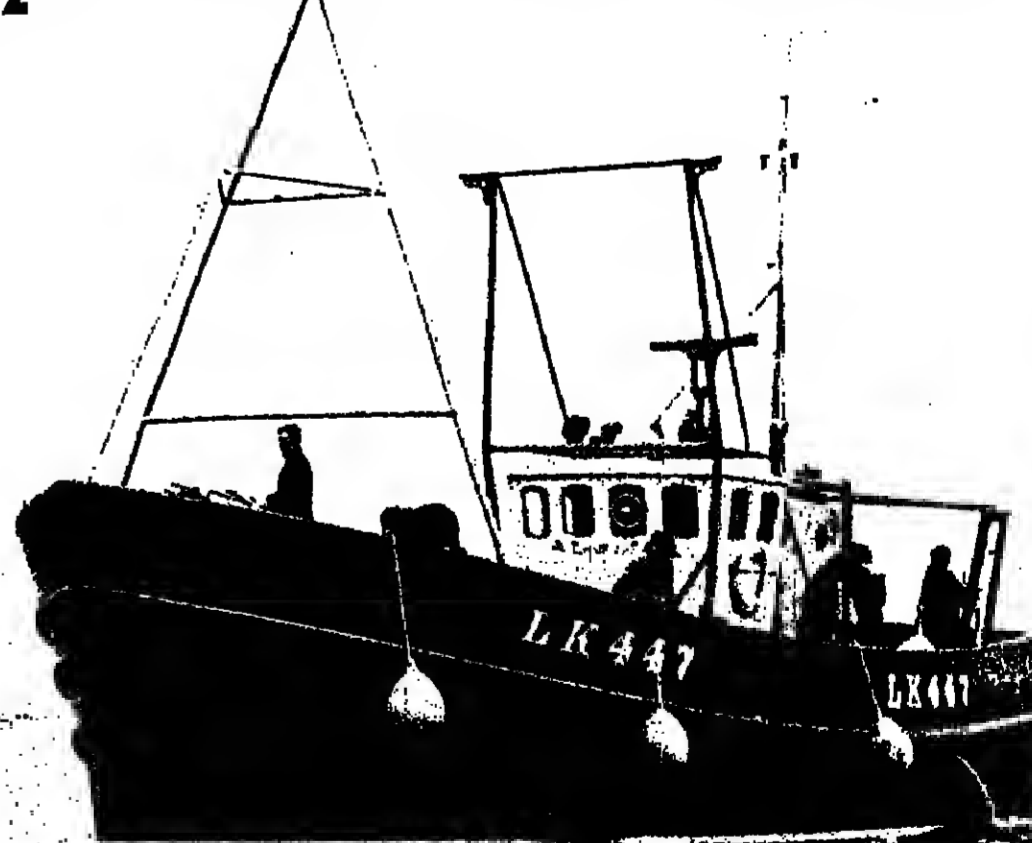
If you suspect there should be more profit in fishing, then perhaps you're using the wrong diesels.

Try Kelvin, and see.

**Kelvin**

Quality marine diesels; 10-500 shp

Today more than ever,  
you need Kelvin diesels.



ALPV 'Heron Gold', a 50ft. seiner in 1975, was built by Helmut (Scotland) Ltd. and fitted out by J. Anderson (Boat Builders) Ltd. powered by a Kelvin 8 cylinder T series diesel. 'Heron Gold' is owned by Mr. Robert Watt of Lerwick.

A management company of



Kelvin Diesels, 254 Dobbies Loan, Glasgow G4 0JL. Telephone 041-332 1266

## BLUE POLYPROPYLENE ROPE

We can help you beat rising costs with new lower prices for your rope

6mm diam.	£3.84 per 200 metres
6mm ..	£8.24 ..
10mm ..	£8.72 ..
12mm ..	£12.16 ..
16mm ..	£19.16 ..
20mm ..	£26.46 ..

Free delivery on 50 coils; minimum order 10 coils

TERMS: Net. PAYMENT: 21 days following month of purchase to approved accounts.

Orders and Enquiries to:

FALMOUTH CHANDLERS LTD.  
Commercial Road, Penryn, Cornwall  
Tel: Penryn 73988

**WAYDON**  
Mouldings Ltd.

LOSTER POTS  
Moulded in Polypropylene giving a very tough pot. Durable, easy to use, stackable, and available ex-stock (111) at £3.20 + VAT & Carriage. Finedon Station Road, Finedon, Wellingborough, Northants.

For delivery in Ireland contact: Coastal Holidays Marine, Pier House, Olandore, Co. Cork, Tel: Leap 91.

**BUYING OR SELLING**  
**The Castlemain Group**  
International Ship Brokers  
with  
ten Telex-linked offices in Europe

U.K. readers contact: Tel: Telax  
8 South St. Chichester 87671 86213  
Melpais Road, Truro 77741 45666  
Dock Rd. Lytham, Lancs. 5531 67531

Companies in S. France, Greece, Spain, Denmark, Germany.

**BOAT BUILDING TIMBERS**

- Suits of Oak, Larch, Iroko, Mahogany and Oak Crooks all sawn through and through to any thickness.
- Edge grain Oregon Pine Decking in long lengths.
- Complete sets of Oak frames bevel sawn to your patterns.
- Delivery to all parts Scotland, England and Ireland.

**W. S. BARCHARD & SON LTD.**  
WEST DOCK STREET, HULL  
Tel: Hull 0482-26588 (6 lines) Telax: 52528

**NORTH SEA WINCHES LTD**  
Roscoe Street, Scarborough, North Yorkshire.  
Telephone: 0723-74876

WINCHES, POT HAULERS, DECK GEAR 500-5,000 kilos

Distributors for Ireland  
**WESTERN MARINE LIMITED**  
BULLOCH SHIPYARD, DALKEY, CO. DUBLIN  
Telephone: 800321

**plain sailing**

With Jotun-Henry Clark protection from corrosion in a marine environment is plain sailing. We have developed a painting system specifically for fishing vessels. Techniques that will remove old paint, rust, salt and oil and purpose-engineered marine paints that will put on a bright new protective look and stand up to the worst that weather can do.

**Jotun-Henry Clark**  
6-8 Fenchurch Buildings, London EC3M 5JU.  
Tel: 01-681 3241  
Telex: 815421

17 Wrenhouse, Wren Road, Albert Dock, Hull, Yorks. Tel: 29416

NAME \_\_\_\_\_  
COMPANY \_\_\_\_\_  
ADDRESS \_\_\_\_\_

Please send me a free copy of your colour leaflet.

I WAS taken to task recently by the UK Trawlers' Mutual Insurance Co. Ltd. about comments in this column regarding life-jackets.

The Fishing Vessel Safety Regulations seem to be ambiguous on the point of inflatable lifejackets. I have checked with the DTI and it states that partially inflatable lifejackets can replace the standard DTI lifejacket provided they meet all the requirements.

The point is that, before any lifejacket is approved it has to be submitted for testing and, so far, no inflatable lifejackets have been submitted. Hence, no inflatable lifejackets have been approved.

If you want to use inflatable lifejackets then you have to carry them in addition to the DTI lifejackets as things stand at present.

## Extra

This question of approved equipment is important. All of the safety equipment which the DTI rules require has to be approved and meet the specifications laid down by the DTI.

You have to have this whether you like it or not, but there is nothing to stop you carrying extra equipment if you feel the need for it. However, check when you buy equipment whether it is of a DTI approved type or not.

Some new safety equipment was on show at the London Boat Show. One firm was exhibiting flares which seem to meet many requirements. They are waterproof, float and are very light, but their very size should make you suspicious. They send a flare up to an altitude of 200-300 ft. or so, the blurb says, but the flare burns only for a very short time.

This is the problem: your flare is unlikely to be spotted unless it burns for some time. A short-lived flare will only be spotted if someone happens to be looking in that direction during the short time that it burns.

Even established flare manufacturers are over-enthusiastic in their claims for the range at which their flares are visible. Although it may be possible to sight a parachute flare 20 or more miles away if you happen to be looking carefully for it, what the purchaser really wants to know is how far it might be sighted when an observer is just keeping a casual lookout.

## Chance

A good guide in this respect is if you can see the navigation lights of a ship, or if you can see the shore lights, then there is a chance of your flare being seen.

You have to be careful when reading the makers' literature on safety equipment. Dunlop introduced a new lifejacket at the Boat Show called the Yachtmaster. This comes in 4, 8 and 12-man sizes and, in its pamphlet, Dunlop states that these rafts are eminently suitable for in-shore fishing boats. So they may well be, but only if your boat is under 12 metres in length.

Over that size you need a DTI-approved lifejacket and, while Dunlop make DTI-approved lifejackets, don't be misled into thinking that the Yachtmaster is one of them. One of the problems with most distress signals is that they are transient; witness the flares mentioned above. What you want, if possible, is something which indicates

## safety at sea

your plight all the time so that searchers can quickly locate you. One such new idea now available in this country is the Mayday Streamer which could certainly help in daytime.

The streamer consists of 75 ft. of bright orange woven polypropylene 2 ft. wide, imprinted into this are large black and metallic silver Vees every 4 ft.

In use it is simply spread out on the surface of the sea as an indication for searching aircraft, or it can be hoisted up the mast so that it can be seen by both aircraft and ships. It certainly makes vessels more visible and it can be used to pin-point a man overboard. It is one more piece of equipment to carry and only you can decide if it is worthwhile. The DTI don't insist on it, yet!

Rochford Marine Enterprises, of Priton-on-Sea, market the Mayday Streamer and it also handles a range of search and spotlights which are some of the most practical I have seen for the smaller boat.

The casings are moulded in either neoprene rubber or heavy-duty plastic and are watertight. The light itself is

of the sealed beam type and is rated at 200,000 candle power. The housing can be mounted in a stand or be hand held. Connection is by means of a coiled flexible lead.

These lights work off the boat's 12 volt system, but they can also be obtained as a battery-operated unit. Their uses are many — apart from finding moorings and pot buoys at night, they can be a last resort to warn off other shipping when fishing at night.

Efficient lighting is essential when fishing at night, and

## MESEL ENGINE EMERGENCY SHUT-OFF SYSTEM



The Firestar system is designed to manually or automatically deal with a "runaway" diesel engine.

more boats are doing this as it becomes increasingly difficult for boats to pay their way. Lucas Marine has just introduced a new deck light designed for the larger fishing boat. The casing is in die-cast light alloy which is plastic-coated. The light comes from a quartz-halogen bulb giving a brilliant light with minimum power consumption and the unit stands up to the vibration experienced on fishing boats.

## Shut-off

To end this miscellany of safety equipment, Firestar Systems Ltd. has introduced a diesel engine emergency shut-off system designed to cope with runaway diesel engines.

The engine is stopped by injecting a fire extinguisher into the inlet manifold of the engine from a gas cylinder kept permanently connected. Release of the gas can be either controlled by a sensor, or manually by remote control from the wheelhouse.

## Giant catalogue of marine gear

A 570-PAGE catalogue of electronic, navigation, safety and general equipment for marine use has been published by Telesonic Marine of London.

The company was originally established as a specialist organisation dealing with marine communications and electronics. Over the years it has ac-

quired an in-depth knowledge of marine equipment and chandlery for medium to larger sized vessels. In fact, the company claims, it can now supply anything from a tin of paint to a set of masts. Published in English, French and German, the catalogue has a seven-page cross-reference index from which any of the 2,500 listed products can be found.

The book contains basic radio telephone procedures, extracts from Radio Rules Requirements and information on radio interference suppression.

Other sections cover radio equipment, radar, automatic pilots, echo sounders, log and speedometers, binoculars, alarms and horns, searchlights, engine equipment, safety equipment, anchors, liferafts, steering gear, clothing and much more.

At a cost of £2 (plus 60p postage), it is one of the most comprehensive and informative publications of marine equipment available. For further information contact: Telesonic Marine Ltd., 243 Euston Road, London, NW1 2BT.

**50 years ago**

March 20, 1926

MPs 'genuinely anxious' to improve prospects for fishing as trade has suffered so severely during the past few years. DRIVER oranks up his lorry and watches it roll backwards into Grimsby fish dock; he had left it in reverse gear. JAMES Slater Ltd., owners of the Gamecock,

Recalling some of the stories which appeared in our columns this week 50 years ago.

fleet, offers £120,000 for Boston dock. The firm plans to spend another £100,000 on 600 houses for their workpeople. 'LARGE trawler' Onyx II starts new venture at North Shields. The 122-footer starts to fish grounds off Ireland. ABERDEEN trawler Lord Stenhopa salvaged after going ashore at Newburgh during a December gale. The trawler, built in 1916, listed as the 'came into port. VETERAN whaler, John Buchanan of Pathhead, Kirkcaldy, dies aged 78. 'For 30 years I never saw flowers in bloom,' he claimed.

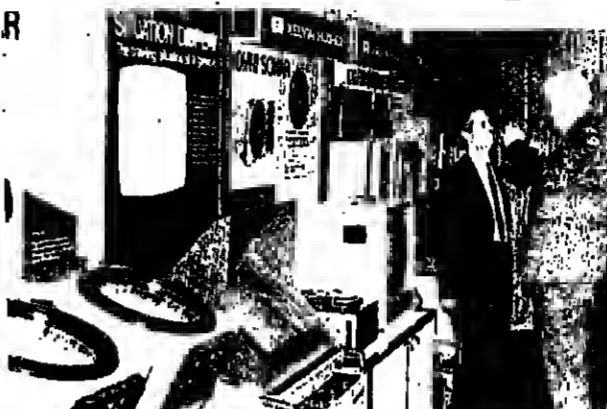
## FISH FINDERS PRE-VIEWED AT THREE PORTS

KELVIN Hughes has mounted highly successful displays at Grimsby, Fleetwood and Hull to introduce two new fish finding aids.

The new products are the Omni Sonar and the Wide Graph Fishfinder and Net Telemetry systems. Both items are now available and will be exhibited at the Scottish Fisheries Exhibition in Ayr (April 28-May 2).

Kelvin Hughes has also produced a new leaflet about the Situation Display reader and claims these products, with its existing range, form a complete package to meet the needs of all fishermen, in-shore or deep water.

Also on display at the previews were the Type 17 and 19 radars, Kingfisher II Fish Sounder MS 44 with scale expansion and white/grey line, plus the Pentad Brevo long range HF facility radio telephone. Creating most interest were the two new additions to the firm's range, particularly the Omni Sonar already fitted to the Peterhead purser Lunar Bow.



Ron Martin (left) with Jeff Ellis (right) of Kelvin Hughes deep in discussion at the Grimsby preview of the new fish finders.

This simultaneous long range sonar is manufactured in Canada by C-Tech with a 300 deg. search facility for locating and closing shoals. Under suitable conditions its detection range is over 2,000 metres.

There are three modes of directional and searchlight scanning, each with its own fish finding characteristics and the echoes are presented on a 250 mm (10 in.) screen like a continuous radar.

Shoals appear as radar "point" on the screen. The Omni Sonar is available in two models, the LSS-30 (PT) and the LSS-30 (PET) with slightly different capabilities; both have five range scales from 0-250 and 0-4,000 metres.

Arousing plenty of interest, too, was the Wide Graph Fishfinder and the Net Telemetry system, already a big winner in Japan. They are claimed to provide more information on fish detection and trawl behaviour than any other single instrument.

It does this with high and/or low frequency recording, sealed lock or transmission lock, scale expansion and telemetered trawl information showing fish echoes above and below the trawl headline, with surface and seabed echoes, all shown on the Wide Graph 320 mm (12 in.) recorder.

There are two general arrangements. The first, known as System One, suitable for existing vessels tight on space, comprises the WG Fishfinder, the telemeter link and net monitor.

System Two adds a crt scale expander and a second recorder. There is a choice of three recorder models.

The other main development is the application of Situation Display radar for fishing. By using the screen and his own knowledge, a skipper can see at a glance what the other vessels in his area — to a range of 84 miles — are doing.

For further information contact your local KH sales or service staff, or Terry Taylor, Kelvin Hughes, New North Road, Helmsdale, Ilford, Essex, IG8 2UR, (tel: 01-500-1020).

## Poor markets at Fleetwood

FLEETWOOD trawlers were again hit by a lack of demand last week with low prices for fish from many trips.

Boston Stirling (Skipper Bill Bridge) hit trouble at Iceland when she had her warps cut by an Icelandic gunboat, but she still managed to bring home a reasonable total of 1,230 kits, including more than 1,200 of cod.

This, however, excited little demand and the catch sold for £20,000. Dennis Bond, general manager at Fleetwood for Boston Deep Sea Fisheries, the vessel's owners, said: "No money will be made out of this trip. A stern dragger needs to average £1,200 a day to get into the black."

He said that markets on the same day had been better on the Humber and added: "I never can understand the difference between the markets and why those on the east coast are nearly always stronger."

On the same day one of the firm's middle-water trawlers, Boston Morander, also met a low demand when she landed 544 kits, including 170 of cod, 30 of haddock, five of roker and 250 of coley for a grossing of only £7,105.

The pocket trawler Resolute had similar fortune with her catch of 280 kits, including 140 of cod, 30 of plaice, 30 of haddock, 10 of whiting and 30 of coley, selling for a disappointing £4,809.

There was slightly better demand on the following day when the near water trawler David Wilson (Skipper John Banks) landed 559 kits — 200 of cod, 25 of plaice, 25 of haddock, five of haddock and 200 of coley — which sold for £8,834.

## Smallest

On the same day the Iceland trawler Wyre Vanguard — the smallest local vessel working the area — landed 1,109 kits, mostly cod, which sold for £17,232. This total enabled the vessel to just about break even on the voyage.

There was a disappointing grossing for the near water trawler Royalist (Skipper Ken Beavers). This vessel landed 389 kits, including 20 of hake, 120 of cod, 20 of plaice, 60 of haddock, 20 of whiting and 150 of coley, which sold for £7,422.

Top ship of the week was the stern trawler Gwina (Skipper Charlie Scott). She returned from Iceland with

1,460 kits, including more than 1,200 of cod, which sold for £26,034.

On the same day Boston Crusader (Skipper Bob Formby) returned from Iceland with only 162 kits which sold for £3,045. The vessel had just got to the grounds when her winch seized up, forcing her to return to port.

But, perhaps, the biggest herd luck story was that of the middle-water trawler Wyre Revenge (Skipper Bert Andrews). This vessel landed more than 600 kits, including nearly 300 of cod, 166 of haddock, 140 of coley and 86 of dogs, which normally would have been expected to make around £15,000.

Instead the total was only £10,351. The vessel had worked the west of Scotland area.

## Junella finishes 61-day maiden

MARR'S latest Hull-based freezer Junella finished her 61-day maiden trip last week.

The vessel, commanded by Skipper Alf Eagle, had been to the White Sea and Norwegian Caspian grounds and, before the turn-out, the catch was estimated to be in the region of 800 tons (frozen whole).

Commenting on the trip, a spokesman for the owning company said it was a good one for a maiden voyage.

It added that, although there had been no or two snags, the skipper and chief engineer had overcome them.

## GRP

You've read the opinions of the experts — but what does the fisherman think...

25/10/75

Dear Sirs

Due to the reaction in "Fishing News" of late regarding your article about GRP hulls, I thought I should say a few words in my own defence.

I am a very proud owner of one of your hulls — namely the "WAKEFUL" FD 294, one of your "Tyler-Tabs" 37's. I would just like to say that I am delighted with the quality and finish of my hull and her handling characteristics at sea. Both whether running light or loaded, she leaves very little to be desired. Her sea keeping qualities are excellent; I have had her now for a full 12 months solid fishing, she shows no signs of any wear at all, only the usual occasional scratch which is nothing.

She has fished the full and of last year's lobster season and the full trawling season last winter, and this summer, the full mackerel and lobster season and is now trawling again for the winter. I have yet to meet anyone who does not like her and my list of visitors to view her is endless, including visitors from as far as Iceland and Hong Kong.

Because of her layout she is most easily adaptable to all my fishing needs and she works hard every day and earns her money well. In my mind, she is the finest hull in her class produced in this country, and a newer 'yes' with pride when someone asks 'is this a Tyler hull?'

I would recommend anyone to buy your hull and also to have it fitted out by the Cardiff Boat Building Co. Ltd., as she is a credit to them, as they fitted out the hull, as well as yourselves.

Yours sincerely

Proud owner of "WAKEFUL" FD 294

Peter L. Evans

Peter L. Evans

For more facts about GRP, simply complete the coupon.

Mail to:  
Tyler Boat Company Limited  
Sovoronov Way, Tonbridge, Kent.  
Telephone: 07322 85111

## TYLER

Please send me full details of the Tyler range of fishing boat mouldings

Name .....

Address .....

## Explosive catch

WHILE fishing off the Shetlands, the Buickie salmon fishery poked up a 30lb. lump of a resin-like material.

The skipper, Bill Humphrey, took a small piece home for his daughter to play with while the mate, James Cowie, put the remainder of the amber-coloured substance in a garden shed.

Mr. Cowie's brother in law, James Mair, who works for a research laboratory, had the material tested and found it to be TNT from an old mine. The Police were informed

on Thursday last week and ordered over 30 families in the area to leave their homes. A bomb disposal team was rushed from Edinburgh, 150 miles away, to destroy the TNT.

## Last haul

THE Peterhead trawler Sundari and Serrano landed the last haul to be taken from the Minch this season at Oban last Friday.

The catch of 400 units, after being sold, was sent south by road. The season should re-open in June.

Above: Skipper Jane Egan (left) talking with Albert Sudray (right) about the new W.G. Fishfinder. Below: left to right facing general George Thompson (left), Ron Martin (left) and Jeff Ellis (right) discuss the Omni Sonar.

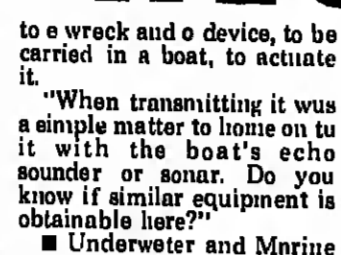


## Course for youngsters

SCARBOROUGH's men's Association planning a course for youngsters who are keen on fishing. The course will be held on Saturday morning from 9.30 to 11.30 am. The course will be held at the Scarborough Fishing Club. The course will be held at the Scarborough Fishing Club. The course will be held at the Scarborough Fishing Club.



# LIGHT LAWS



various types of underclothing — veeta and pants made of string of mixture.

Investigations have been carried out into the feasibility of using its bencans as a seeded datum point for fleet fishing operations, or in fishing vessels as a form of EPIRB so that they can be located if they sink.

Its address is 16 Farnborough Road, Farnborough, Hampshire (Tel: Farnborough 45964).

During finishing processes every effort is made to keep the fabric in its most relaxed form and so ensure that it suffers minimum physical strain.

So, it is a stable fabric which will withstand rigorous treatment in modern washing machines. In practice this means that your wife can't shrink your underclothes or that only your sons can wear them!

11. *Journal of the American Medical Association*, 2000; 284: 1039-1044.



